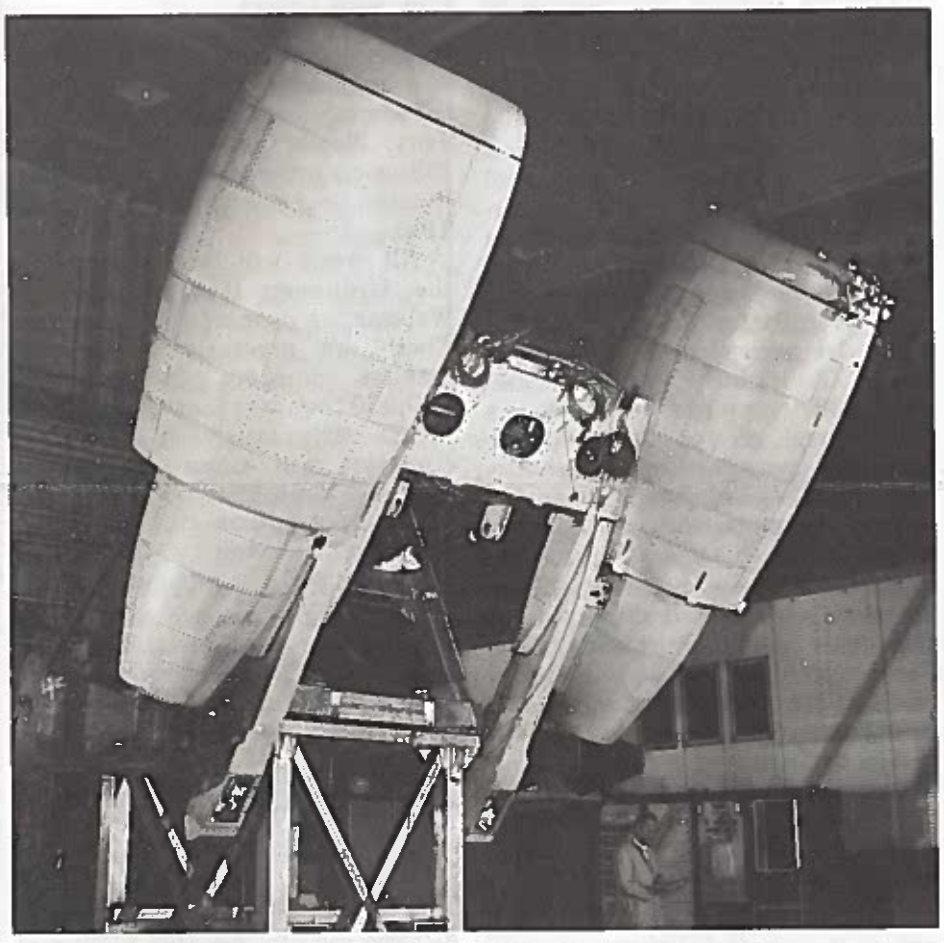
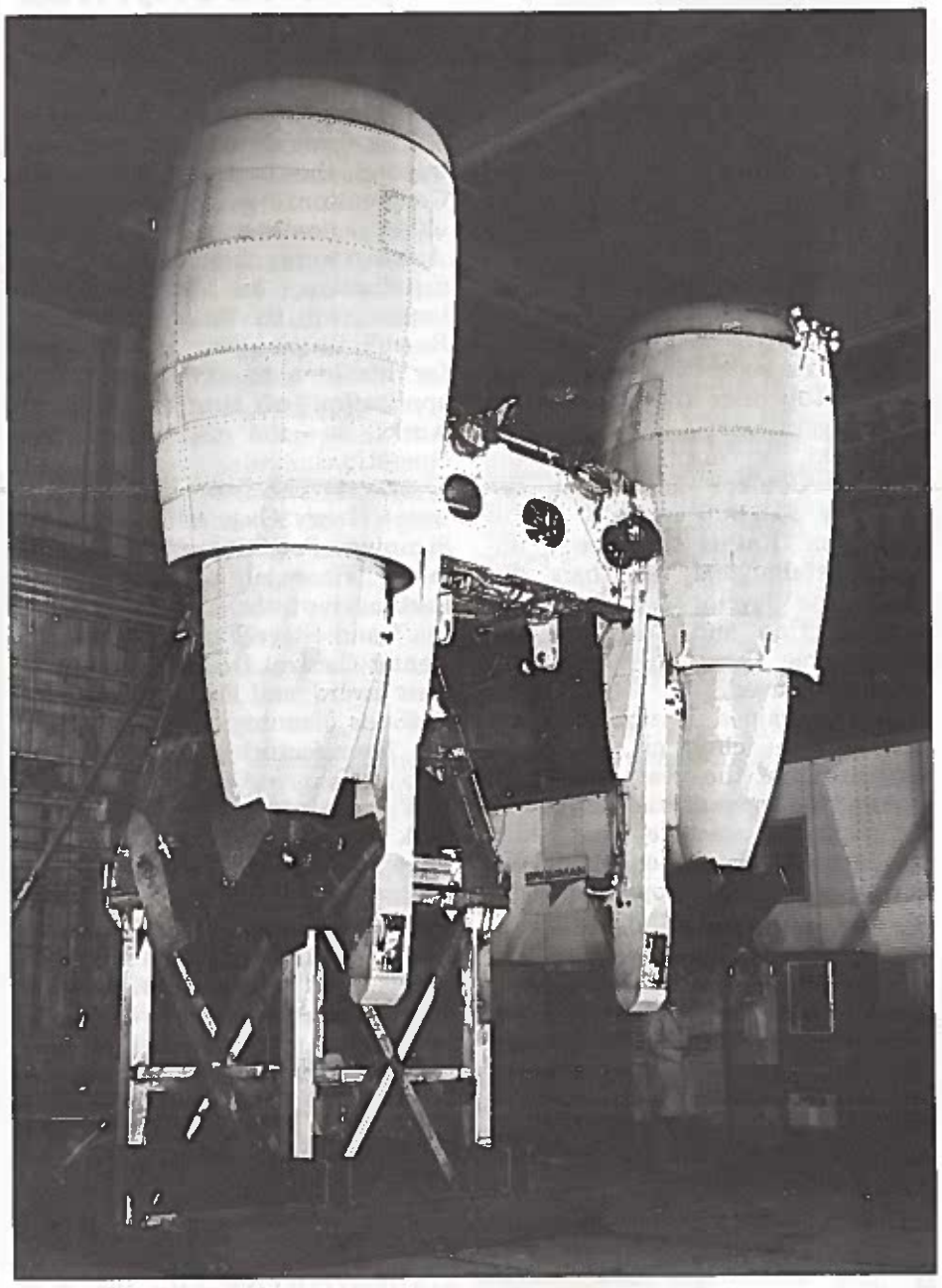
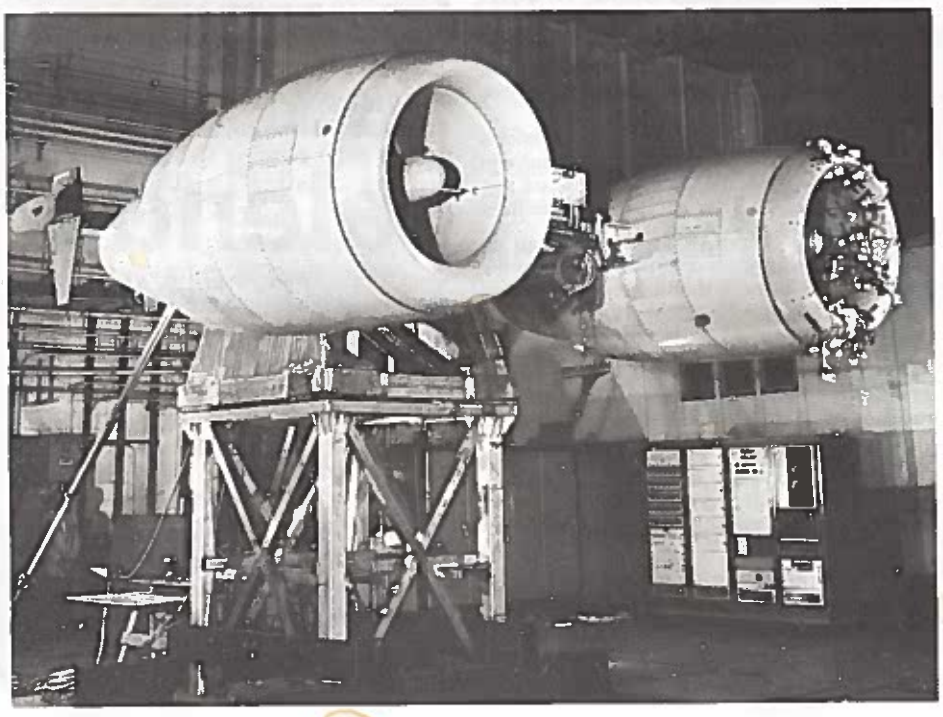
GRUMMAN plane news

Vol. 39, No. 6, March 28, 1980. Bethpage, N. Y. 11714







VTOL to fly in Ames tunnel

(page 3)

Project Sterling annual award winners are (from left to right): *Russel Stupia, Nicholas Descetto, Anthony Bartilucci, Stephen Farrell, James Schnaderbeck, Herbert Watman; John O'Brien, who made the presentations, Michael Sheehan, George Mirecki, Henry Gage, Peter Suarez, Todd Hampson, Reno Napoli and Frank Hamilton.*

First award for Q.C. machinist takes top annual prize

First times are the most memorable times. But that's not the only reason George Mirecki will long remember his first Project Sterling award, which earned him $1,800 in 1979.

Mirecki will remember being named the Grand Award winner for 1979.

Mirecki's suggestion was picked for the top prize from among ten other suggestions.

Mirecki, a machinist in the Quality Control lab, saves the company $18,000 annually by his suggestion. Rather than seeing unused metallurgical test bars discarded, he developed a process to surface grind and normalize the bars. Three thousand such specimens were saved.

Savings gained is not the only criterion in choosing the best suggestions of the year. Judges are looking for ingenuity and effort by the suggestor; was the idea within the person's job scope, job related or outside the scope of that person's daily occupation?

It is a difficult decision to choose the Grand Award winner from more than 1700 approved suggestions. But "recognition of the 'Best of the Best'," says manager of Motivational Programs Richard Friedel, "has always been an especially gratifying part of our program."

These "Best of the Best" received their cash award and engraved pewter bowl during Project Sterling's annual luncheon at the Linden Tree restaurant. John O'Brien, executive vice-president of the Grumman Aerospace Corporation, made the presentations. After the awards ceremony, he told the winners that "we are looking to cut costs because a financially healthy company can make more jobs." Suggestions approved in 1979 produced associated savings topping $7.5 million. The awards themselves totalled over $68,000.

The awards also reach out beyond the Bethpage hub of the Corporation. While ten of the eleven finalists for the Grand Award were from Long Island installations, the eleventh had a longer trip to the Linden Tree. Russell Stupia won a $100 award for his idea to save time in the application of aircraft sealer. He works at the Stuart, Florida, Operations.

Others who won $100 awards were: Henry Gage of Methods and Planning; Pete Suarez of Procurement Financial Controls; Tony Bartilucci of the Thermodynamics Staff and Steve Farrell of Environmental Control Design, who shared their award; and Frank Hamilton of Methods Planning and Reno Napoli of Manufacturing Producibility, who also shared their award.

Winners of second level awards took home $500 for themselves. They were: Nick Descetto of Chem Milling; Todd Hampson of Steel Parts Assembly; Mike Sheehan of Methods and Planning; Jim Schnaderbeck of Flight Avionics; and Herb Watman of Aero Design.

obituaries

JOSEPHINE M. ROGERS of Fiberglass Trim and Assembly, Pl. 66, died Feb. 15 at the age of 36. She had been with the company since 1973 and resided at Rt. 5, Box 56 Cold Branch Rd., Eatonton, Ga. 31024

ALFONSO COLLINS of Mat. Mgt., Pl.77, died Feb. 16 at the age of 46. He had been with the company since 1968 and resided at 3701 Ave. S., Ft. Pierce, Fla. 33450

EUGENE ANNABEL of Maint-Rearrangement, Pl. 1, died Feb. 18 at the age of 65. He had been with the company since 1966 and resided at 15 East Oakdale St., Bayshore.

MALCOLM R. BURLEY of Engineering, Pl. 88, died March 12 at the age of 56. He had been with the company since 1978 and resided at 700 W. Pleasant Valley Rd., Apt. #45, Oxnard, Cal. 93030

Houston orders hit $19m for oil logging equipment

Grumman Houston kicked off the new decade on the right foot. Since the beginning of 1980, this Grumman Aerospace subsidiary has reeled in over $19-million worth of contracts.

Most of this covers production of oil logging and associated equipment for Schlumberger Well Services of Houston. Schlumberger is considered the "Cadillac" of oil well logging services in the world. Grumman Houston's largest customer provides oil companies with logging services in more than 75 countries.

Logging services are essential in location and production of oil and gas reservoirs. Logging is accomplished by lowering a sensor measuring device down the drill hole. These devices transmit information on depth, thickness and geological characteristics of a particular formation — and most important the presence and quantity of oil or gas.

The recent logging equipment contract calls for 52 offshore well units, 13 transportable instrument vans, 13 modular skid-mounted units, 35 computer service racks and several groups of electronic units and instrumentation. Production of these items represents follow-on contracts, with all deliveries scheduled for this year.

A few weeks ago, Grumman Houston was selected as prime contractor to manufacture the "1414 Fracmaster" for the Western Company of North America, located in Fort Worth, Texas.

The contract, worth over $4-million, calls for 13 units with an option for five; all to be delivered during 1980 and 1981.

These units will be used at oil drilling sites when "fracturing" may be necessary to release gas and oil from sandstones. During the "frac" operation, a sand and fluid mix is forced into the formation under extreme pressure to open cracks. Particles of sand remain in the cracks allowing openings for the flow of hydrocarbons. This service is performed using custom-built equipment such as the "1414 Fracmaster."

Follow-on orders

Also included in the $19-million is a contract for flight control sensor assemblies for Bell Helicopter of Fort Worth, Texas. This is also a follow-on program and calls for deliveries to be completed by mid-1981.

All work will be performed at the Grumman Houston plant in Webster, a suburb of Houston. There are presently 350 Grummanites working in the new 130,000 square foot plant completed early last year. "The new contracts will allow the firm to maintain its steady growth pattern," reports Grumman Houston President Jack Buxton. "We expect a roster of 400 Grummanites by the end of this year."

Personals

On behalf of my family and myself, I wish to thank our many friends, co-workers, Grumman Retirees and Employee Services for their kind expression of sympathy and concern during the recent loss of my father, Howard Kreier. Marjorie Lanzisera

I wish to thank my friends, co-workers and Employee Services for their kind expressions of sympathy on the loss of my brother, Arthur Doyle. Doris M. Sellers

My family and I wish to thank all of our friends and co-workers for their sympathy and kindness during the recent loss of my father. Joe Umscheid

I wish to thank my co-workers and Employee Services for their kindness and sympathy during the recent loss of my mother. William R. Nicholson

My family and I wish to thank all our friends in Corporate Estimating Technology for their kind expressions of sympathy during the recent loss of my father. Walter Wuertele

My family and I would like to thank my friends and collegues for their expression of sympathy and kindness following the recent loss of my father. Richard Hadcock and Family

Need a ride?

COMMACK/E. NORTHPORT: Van Pool to Bethpage, 8:00 am shift, $50/20 working days. B. Wellner, ext. 9596

EAST QUOGUE OR VIC: to Melville Pl. 9 or 40, join or form car pool, 7:30 am — 4:00 pm. A Zurowski, ext. 8444/728-1120

FORT SALONGA/KINGS PARK: Northport, Centerport, E. Northport area, to Bethpage van pool, day shift, $55/mo. M. Kogan, ext. 3485/261-1509

RONKONKOMA: vic Colony Park Apts to Bethpage. J. Kovach, ext. 6540/981-8759

SAYVILLE: or vic to Pl. 40, 7:48 am — 4:18 shift. G. Russo, ext. 3418/567-2454

calendar

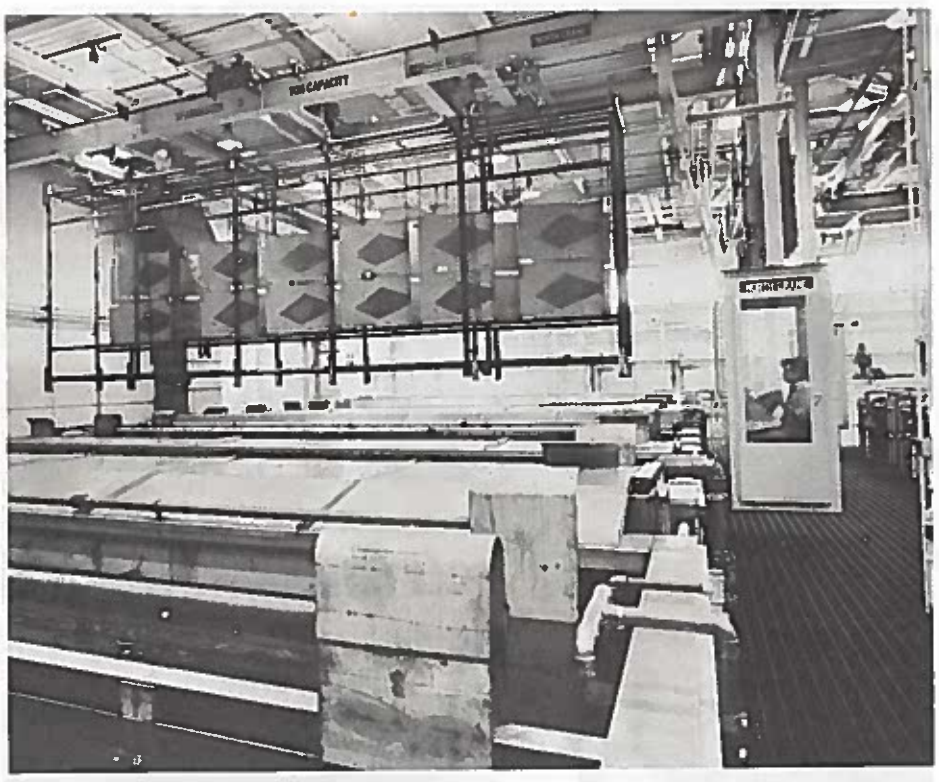
Coin Club: Wed., April 9, Pl. 25 vendor conference rooms, 12:05 p.m., informal lunchtime meeting. K. Hale, Ext. 3717

GACE Flying Club: Fri., April 11, Pl. 28 auditorium, 5 p.m., guests welcome. R. Reisch, Ext. 5967

Grumman Ski Club: Wed., April 2, Crow's Nest Restaurant, Melville, 8:30 p.m., guests welcome, snow sking. A. Garmendia, Ext. 7819/8910

Grumman Toastmasters: Wed., April 2, Pl. 25 room C, 5 p.m., Grumman employees welcome. P. Ivy, Ext. 2931

Rod & Gun Club: Members and prospective members interested in developing and participating in sport fishing activities (salt water and fresh water). For information call M. Berlin, Ext. 4783



New Plant 3 chem mill doubles etching capability

Bright and shiny as the stainless steel it uses extensively, a multi-million dollar chemical milling department in Plant 03 is well into its start-up phase.

Foreman Ted Pupilla says they will soon be running full stream, once they've completed the shake-down process and familiarization for their personnel. Two new lines will replace the department's old milling line.

Chemical milling isn't new. Probably better known as etching, it's a process used for years in printing, photographic, glass manufacturing and numerous other industries.

Simply stated, it's the process of removing metal from a part by immersing it in a chemical solution. The chemical evenly eats away sections of the part not protected by a plastic covering or mask. Using the new lines, Ted's department can mill aluminum and titanium parts up to 35 feet long to extremely fine tolerances.

While Plant 03's two modern units highlight production, they emphasize safety. Two air conditioned cabs move along the line with operators controlling hoists which lift the parts from one tank to another. Each tank is ringed by vents through which any vapors rising above the surfaces of the solutions are pulled.

"This new facility has the capability to meet the growing aerospace demand for milling larger details," says Ted. "It took many planning meetings, all our maintenance department's know-how and gallons of coffee to make it happen."

Round n' round, 40,000 times

The Orbiting Astronomical Observatory — Grumman's OAO-3 Copernicus — reached another milestone on March 15 with 40,000 orbits around the Earth.

Designed to last only one year, Copernicus is now in its eighth year of operation. The program is managed by a team of Grummanites at the NASA-Goddard Space Flight Center in Greenbelt, Maryland.

NASA declared the mission a success after one year of operation, or 5,000 orbits. "Copernicus has given them more than eight times what they asked for," says Joe Blazoski, base manager for Grumman operations at Goddard. "It has out-lasted every other satellite of its type and complexity."

Copernicus has provided information to astronomers on nearly every continent. Its very active guest investigator program has involved over 160 astronomers — 52 of them from foreign nations — in 180 separate programs.

NASA plans to turn off OAO-3 Copernicus some time in early 1981.

NASA assembles new Grumman VTOL at Ames

Grumman's VTOL (vertical take-off and landing) aircraft edged closer to its goal of a 1984 first flight with the delivery of the first major component of the wind tunnel test model. The "dumbbell" — the two nacelles and the crossbox that joins them — has been shipped to NASA's Ames Research Center in California.

The structure, the propulsion module for the VTOL, is the most complex part of the new aircraft. NASA is building the rest of the Grumman-designed airframe, and the entire VTOL will be wind-tunnel tested at Ames this summer.

The 17,000 pound dumbbell was loaded onto a trailer and trucked to New York's Kennedy airport during the March 13 snowstorm. From there it went by 747 freighter to San Francisco, concluding eight intense months of engineering and manufacturing work.

The VTOL's nacelles house General Electric TF34-100 engines. The dumbbell tilts upward (up to 108 degrees) to provide the power for vertical takeoff, and then moves back to a horizontal position for forward flight.

The subsonic, high-wing design combines the conveniences of a helicopter with the load-carrying abilities and speed of conventional aircraft.

The design responded to the Navy's need for a utility-class aircraft that could operate off smaller ships, taking off from helicopter platforms without the need for catapults and arresting gear. Missions could include cargo delivery, early warning and antisubmarine warfare, providing targeting information for ship-based weaponry.

With funding from NASA, the Navy, and its own research and development money, Grumman has been working on the VTOL project since 1970.

Much further down the line, VTOL aircraft could have commercial applications as well. For example, many petroleum companies use helicopters to transport people and supplies to oil rigs. With their ability to carry much bigger payloads at far greater speeds, a few VTOLS could replace a whole fleet of helicopters.

The Grumman VTOL will be one of the last aircraft to be tested at the present Ames facility, the largest wind tunnel in the free world. Later on this summer, the tunnel will be shut down for two years to undergo major modifications.

Teamwork pays off. *Members of a combined technical team from Bethpage, N.Y., and Point Mugu, Calif., recently gathered to mark the successful completion of a 59 fleet aircraft update program at NAS Miramar, Calif.*

Signs signal "No parking" for most Grumman drivers

"G'night Dave! Hey, why the long face? After the problems you've had today, you should be happy to be hittin' the road. They took your parking spot again! I guess I can't blame you for being angry, it must be mighty tough gettin' into the car from that wheelchair of yours."

The conversation may never have occurred, but the situation does. Too often.

According to Bill Voorhest, co-director of Opportunity Development department, extra wide parking spaces have been set aside for Grummanites who are wheelchair-bound. "Designated parking spaces enable the wheelchair-bound to unfold a wheelchair and manuever it safely. And special parking spaces for the handicapped help safeguard not only individuals on wheelchairs, but also others who have artificial limbs, heavy leg braces or heart conditions," say Voorhest. The Opportunity Development Department has found the unauthorized taking of parking spaces assigned to Grummanites with handicaps to be a serious problem.

Particular parking spaces near plant entrances are reserved for handicapped persons who work in those plants. Special spots marked off by blue lines and the international sign for the handicapped are left for transient persons near certain plants. "People have to respect the purpose of those reserved spots," Voorhest says.

He urges Grummanites who have encountered such problems, or who have encountered any architectural barriers, to notify their plant administrator. If the problem isn't solved, they can call him on Ext. 2739.

Theater Guild to premier

The newly formed Grumman Theater Guild has been rehearsing for weeks. And on April 18, 19, 25 and 26 they'll be offering their first production, "Lovers and Other Strangers."

Showtime is 8 p.m. at Bethpage High School's Little Theater; tickets are $3 each, available through GAA (Ext. 2133) or at the door.

The play, written by Renee Taylor and Joseph Bologna, is a series of five vignettes. The first four center on the relationships of four couples. In the last one, a young husband and wife attempt to explain to his very traditional, conservative parents why they have decided to divorce. The parents cannot accept the reason they offer: that they're not happy together. ("Who's happy? . . . So what's the story, Richie?")

The roles of Brenda and Jerry will be played by Grummanites Sally Rogers and Chuck Contess; Hal and Cathy will be played by Robert Owen and Diane Kingsley; Johnny and Wilma by Don MacKenzie and Marian Stange; Mike and Susan by Sal Picataggio and Mari Tribuzio; Frank and Bea by Bud Larkin and Flo Varga; and Richie and Joan by John Scannello and Wendy Muldoon. Bud Larkin is the producer; Dave Rosenberg directs.

Mailbox

Dear editor,

Your January 25th PLANE NEWS edition had the photo of the FF-1 and an unidentified worker.

Upon doing a bit of memory refreshing it struck me that the worker facing away from the camera looked awfully familiar. In fact, I'm almost positive that his stance is that of the one and only Bill Leonhard, a line flight line mechanic who worked with Pete and Buck Ketcham in Farmingdale on the night shift.

It's nice to see pictures of old friends and familiar pictures of Grumman's first aircraft.

Otto F. Pook

The way it was:

ESO: 39 years of helping

For over 31 years, Grummanite Tom Czaplijski's vocation has been good samaritan. Tom is the longest serving Grummanite in Employee Services (ES).

Formerly known as Grumman Welfare, ES began 39 years ago on March 7 with the idea of mutual help in mind. The first action taken by Welfare was to help Grummanite John Jasaitis in Louis Galgano's department purchase an artifical leg.

During World War II, Welfare helped hundreds of Grummanites regardless of whether it was listening to a personal problem or going to a Grummanite's house to unplug a toaster.

Other companies claimed Grummanites were being "molly-coddled" but the arrangement paid off handsomely when Grumman men and women time and time again hit or surpassed production quotas.

Times have changed, but ES is still in the business of providing peace of mind at work, says Tom. "It's a good feeling when we help fellow workers with a personal problem . . . even something as simple as making sure a sick Grummanite and his car get home safely from work."

Sure the ES has expanded its shop inventory to include discount photo-processing, fancy jackets and T-shirts, admits Tom. "But the original purpose of ES still exists — to be a good neighbor to fellow Grummanites. When I help others, I still get that same good feeling as I did over 31 years ago."

Personals

My family and I want to express our deep appreciation to all of you for your sympathy and thoughtfulness during the recent untimely loss of my son, Robert. Bob Owen and Family

We wish to express to all our friends and fellow Grummanites our deepest gratitude for the kindness and generosity shown to us since the fire that destroyed our home. Ed and Penny Zdziebkowski and Family

My family and I wish to thank my friends, co-workers and especially the drafting department for their thoughtfulness and sympathy during the recent loss of my mother, Mary Rose Edwards. Ron Edwards

I wish to express deep gratitude to my many friends, co-workers and Employee Services for the kind expressions of sympathy extended to my family and myself during the recent loss of my father. Stella Havens and Family

My family and I would like to thank department 016, Plant 1 and Employee Services for their kind expressions of concern and sympathy during the recent loss of my mother. Andy Messina

On behalf of my family and myself I wish to thank our friends, co-workers and Employee Services for their sympathy and kindness during the recent loss of my father. Arthur S. Doyle Jr. and Family

GRUMMAN plane news

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N.Y. 11714, as a function of the Public Affairs Department, Brian Masterson, director.

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Blood shortage demands new drive

Most Grumman Corporation executives were there to find out why fifteen million people needed help.

Dr. Johanna Pindyck told them. "Last year we received nearly 40% of our blood supplies from the Swiss, German and Belgian Red Cross organizations." The people served by the Greater New York Blood Program haven't been donating enough blood to help themselves.

Such was the situation as explained by Dr. Pindyck, director of the Greater New York Blood Program, at recent meetings to open Grumman's new blood donor drive. The goal is that 80% of all Grummanites on Long Island will turn out to give blood over the next year.

Other corporations have a better record for blood donations. Citibank, for example, had a 28% rate of participation last year, compared with Grumman's 12%. New York Telephone and Con Edison topped Citibank with 35% rates of participation. In California, Lockheed Corporation employees participated at a 34% rate.

No better way to serve

The goal is high for a reason, Grumman Corporation Chairman Jack Bierwirth told the meetings, "The only way that Long Island will do its part is if Grumman will take the lead."

Dave Walsh, chairman of Grumman's blood donor drive, told the same group, "Eighty percent is achieveable. And, if we achieve it, we'll be the best industrial unit in the country."

Grumman's drive will succeed because it is based on personal contact, Walsh told the audience of some seventy unit administrators. The Grumman population is broken down into 40 units for the drive. Each unit, made up of distinct departments, will have its own "drive" during an assigned week of the year.

Each Grummanite will be asked to donate blood and will be personally notified on the day the donation is to be made.

Walsh also plans to minimize the amount of time people spend in the actual donation process.

The need for a renewed effort to increase blood donations was outlined by Dr. Pindyck, who said that Europeans have been sensitive to the need to have large supplies of blood on hand from their experience of World War II. And they did not use all the components of the blood. The second situation is changing.

Meanwhile, our own blood requirements are increasing by 5% each year.

Additional supplies needed

When asked why by one member of the audience, Dr. Pindyck responded that, "by 1985, it is estimated that 160,000 people will have open heart surgery. That operation requires 5, ten or more units of blood."

Another great need for blood was in the treatment of children with leukemia. "Acute Leukemia can now be cured in forty to fifty percent of the cases," she stated, "but the children must have blood to sustain them through the treatment."

Grumman's critical importance to the campaign was not lost on Greater New York Blood Program executives. Director of Donor Services Regis King stated "we need a model for all Long Island. We need an example of how to do it."

Said Walsh to the group of administrators, "we've been involved in a lot of 'bests' over the years here at Grumman, and there's no reason that we can't be the best at this."

Long Island Drive

It's all in the family

Randy Wheeler works on A-6 contracts in Melville. About 4 years ago he began feeling intense fatigue. But the fatigue came for no recognizable reason, and when his doctor couldn't help, he sent Randy to a hemotologist.

A complete blood count was taken and it was discovered that his bone marrow was not producing enough red blood cells. But Why?

Grumman sent Randy to the Mayo Clinic. After two and a half weeks there, the doctors could only "throw their hands up", as Randy says. They could find no reason for his condition.

They did know how to help him though. Randy began the first of the dozen infusions of red blood cells he would eventually receive.

All of this began more than three years ago. Though his doctors still haven't learned what caused his condition, Randy hasn't needed red cells in over a year. His blood count is much closer to normal and he no longer has bouts of that intense fatigue.

But, after being in the room set aside by Long Island Jewish Hospital for people who require regular transfusions, Randy could only say "I was a well man compared to some.

"I remember a young man of 22. He had a terminal blood disease and had to have periodic transfusions. Then, there was a Greek family. Three of the five children were suffering from a disease peculiar to people from that area. There is no known cure."

Randy looked away for a second, then stared back and said, "Not until you're exposed to them do you realize the problems that exist."

BIERWIRTH: "The need is dramatic enough"

The critically low supply of blood available to persons in the New York metropolitan area has prompted a mobilization on a number of fronts, especially in the business community. Because the employees of metropolitan area businesses contribute 26% of all blood to the Greater New York Blood Program (second to the 38% donated by Europeans), Jack Bierwirth accepted the position of chairman of Long Island's 1980 donor drive. Since he is Chairman of the largest employer on Long Island, he does not take lightly business' responsibility to help reduce our dependency on European blood supplies. His comments on his new role follow.

What made you decide to take on the chairmanship of the Long Island drive?

"Even before this drive, I was involved in the Blood Center. I am on their board of directors and was active in getting funds when the service center was being established on Long Island. That effort was good on all counts — and it meant jobs and investment in our community. I agreed to take on the chairmanship of this blood drive when I learned that 38 percent of our blood supplies are donated by people in Europe."

Why have donations been so low?

"The message of our real need was not coming across to the majority of the people. Some who were aware and highly motivated participated, and the rest of us depended on them and our friends in Europe."

We've been able to get so much blood from Europe. Why? What's wrong with getting it from there?

"It was a good thing that we could. It came in place of blood we used to buy. Europeans weren't using all the components of the blood and so they had a surplus. Now, however, with the technological advances in the use of blood, we can expect them to use more and more of their own supply. At the same time, our needs are increasing. We have learned to save lives through the better use of blood. And now research has shown that even cancer's threat may be diminished by interferon, which is a part of our blood. Add all this up and you know we have to increase the supply."

How do you plan to increase Long Island donations?

"The need is dramatic enough in itself. If we get the word out, people will donate. We have to explain what the problem is, then we have to make it easy for people to come and donate."

What do you expect of Long Island's business community?

"Their enthusiasm has been terrific. Business leaders I have talked to were shocked when I told them that we import 38 percent of the blood we use. Consequently, every one I have asked so far has agreed to be on the team with me. Arthur Hug, Jr., the chairman of the Long Island Trust Company, will serve. So will Patrick Iannotta, president of Ecolotrol, Inc., Charles R. Pierce, the chairman of the Long Island Lighting Company, and David Westermann, the chairman of Hazeltine. If we all work together we should be able to get the Long Island community moving to meet the need."

C. Williams

W. Smith

P. Grgas

D. Stephan

R. Daniels

R. Clare

M. Hession

A. Varisco

W. Giesler

service milestones

M. Jones

R. Marlborough

E. Gerstner

C. Coulter

W. Lent

E. Mayer

40

William J. Braun, Assy Method & Plnng. (5)

35

Christopher J. McKenna, Mach. Ops. Mgt/Staff (3)
Martin W. Larcombe, Prod. Deputy & Statn Foreman (6)
Donald F. Brower, Mech. Struct & Assy (43)

30

George Ketcham, Fuselage Assy (3)
Charles T. Lee, Insp-Mech. (4)
Kenneth D. Beckendorf, Customer Reqts. (5)
Arthur C. Frank, FTT Sys. (7)
Richard D. Mase, Plans & Programs (9)

25

Charles A. Williams, Small Parts Fab. (2)
Walter E. Smith, Jig Details & Sub-Assy (2)
Thomas McDermott, Jig Details & Sub-Assy (2)
Paul Grgas, ILS Mech. Eng/Des. (2)
Henry Lajoie, Maint-Facil Equip & Gen. (2)
Donald A. Stephan, Maint-Rearrangement (3)
Rufus Daniels Jr., Trans-Ops (4)
Robert V. Clare, Inst. Mgmt & Staff (5)
Mildred Hession, Business Mgt. (5)
Angelo Varisco, Struct. Des. (5)
William J. Giesler, Weight Optim & Tech. Devel. (5)
Eugene A. Gerstner, Instr. Test (6)
Charles P. Coulter, Aircraft Programs (6)
Miles C. Jones, Structures (6)
Robert Marlborough, Inventory Cntrl. (6)
William J. Lent, Structures (7)
Edward C. Mayer, Flt. Avionics (8)
Salvatore J. Cioffi, B/P Warehouses (21)
William R. Herling, Structural/Sys. Test Staff (25)
Edward C. Cohen, Structures Anal. (25)
Jack J. Petralia, Eng. Test Op., Proj. Eng. (25)
Albert G. Reph, Prod. Cntrl-Parts Cntrl (30)
Aage Rasmussen, Fac. Admin. (30)

Grace R. Wagnell, Fac. Admin. (30)
Elizabeth L. Moroney, Contract Revenue (30)
Murray Bernstein, Loads & Dynamics Staff (35)
Richard M. Woessner, Eng. Resources (35)
John E. Rinde, Program Mgt. (43)

William N. Dunwoody, Manufacturing Tech. (43)
Fortunato F. Costantino, Mat. Mgt. (77)
Vincent J. Tancredi, ILS Log. Servs. (69)
William Swamback, Prod. Deputy & Statn Foreman (6)
Osborne Singer, Prod. Release & Analysis (6)
Robert Smyth, Flt. Test Mgmt/Staff (7)
Richard Stubbe, Struct. Sys. Prod. Supp. (7)
Frederick Taylor, Airport Ops. (7)
Robert Butts, Elect. Test (8)
Louis Kaufman, Fluid Dynamics (35)
Richard Boehning, Prog. Contracts (35)

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Felice A. Inserro, ILS Dig. Eng. (1)
Frances C. Hanifin, Software Devel. (4)
John F. Dannenhoffer, Navig. & Cntrl. Equip. Des. (5)
Paul Comitz, Software Devel. (5)
Joel L. DiMaggio, Customer Reqts. (5)
Ciro DiMiceli Jr., ILS Commod. Cntrl. (7)
Stephen Hokhold Jr., Elect. Test (8)
Michael L. Mignone, Stockrooms (21)
William J. Poit Jr., Research (26)
George H. Greenhalgh, Mach. Parts/Raw Matl. (30)
Vincent Frigeria Jr., Inventory Rel. & Cntrl. (30)
Roderick M. Rose, Stability & Cntrl/Fly Qual. (32)
Frank Sobierajski, Sys. Sciences (35)
Karl Christ, Mfg. Sched. (40)
Ernest A. Rainey, ILS Dig. Eng. (40)
Valentine Watral, Sys. Eng. Proj. Eng. (40)
Donald G. Oliver, Struct. Des. (77)
Herbert R. Holler, Engineering (88)
Gene A. Morrison, Flt. Test (88)
Frank Murphy, Prog. Contracts (88)

F. Lucas

S. Cioffi

W. Herling

J. Petralia

A. Reph

A. Rasmussen

G. Wagnell

R. Woessner

W. Dunwoody

V. Tancredi

W. Swamback

O. Singer

R. Smyth

R. Stubbe

F. Taylor

R. Butts

L. Kaufman

R. Boehning

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Robert Nicholas, ILS Digital Eng. (5)
William C. Dacier, ILS Digital Eng. (5)
Frances Caracciolo, Food Serv. (5)
Jack Singer, Struct. Test (5)
Louis Visconti, Stability & Cntrl/Fly Qual. (5)
Jimmie Chin, Stability & Cntrl/Fly Qual. (5)
Martin Stettler, Guid & Cont. Sys. Inte. (5)
Walter E. Wuertele, Est. Resources (5)
Michael Bartfield, Cost. Tech. Dev. (5)
Albert F. Eith, Prog. Contracts (5)
William H. Byers, Config. Data Mgmt. (5)
Gerald Barber, Corp. Sys. (5)
Gerald R. Michael, Corp. Sys. (5)
Richard J. Rozzi, Maint-Rearrangement (6)

Joseph J. Rindosh, Engines (6)
William S. Milam, Engines (6)
Charles A. Kiesling, Elect. Install. (6)
Robert R. Breslin, Elect. Install. (6)
David Sheridan, Elect. Install. (6)
Lawrence E. Raynor, Paint (6)
Anthony Antongeorgi, Structures (6)
Victor S. Rutkowski, Structures (6)
John L. Slokovitz, Elect. Bench Assy (6)
Vincent J. Miglino, Matl. Coord. (6)
Henry J. Nazar, Matl. Handling/Storage (6)
William Collins Jr., Jigs, Details & Sub-Assy (6)
Terry Vourakis, Automat Circuit Anal. ILS (6)
James Milligan, Meas. Standards (6)
Charles W. Spencer, Final Assembly Insp. (6)

Joseph Caselles, Rec/Shipping Insp. (6)
Nicholas DiPierro, Ops. Mgmt/Staff (6)
Robert R. Kalin, Ops. Mgmt/Staff (6)
Martin P. Miller, ILS RF/Controls (7)
Alfred R. Carey, Sys. Design (7)
John Iaizzo, Software Anal. & Des. (7)
James McCormick Jr., Resources (7)
Kenneth J. Metz, Structures (7)
James L. Leahy, Flt. Avionics (7)
Albert J. Vernol, Flt. Dev. Ops. (7)
Anthony Bossoreale, Flt. Dev. Ops. (7)
William Stocek, Flt. Dev. Ops. (7)
Charles D. Donges, Elect. Fab. (7)
Robert J. Hofer, Prod. Deputy & Statn. Foreman (7)
William P. Snay, Prod. Deputy & Statn. Foreman (7)
Joseph Pruden Jr., Aircraft Cntl. Eng. (7)
James V. Adams, Resource & Admin. (7)
George Henderson, Rec/Shipping Insp. (8)

Frank S. Galluccio, Assy Method & Plnng. (9)
Thomas J. McGrath, Managing Director Sub Contracts
Robert E. Filete, Assy Method & Plnng. (9)
Robert E. Byrnes, Mfg. Prog. Mgt. (9)
Edward Raulsome, Advance Plnng. (9)
Charles T. Farley, Producibility Eng. (9)
Aldo L. Facini, Struct. Des. (9)
Gerald E. Zeman, Struct. Des. (9)
Gerald J. Ednie Jr., Specifications (9)
Donald McAdams, ILS Commod. Cntrl. (40)
Robert T. Greiner, ILS Resource Cntrl. (40)

George F. Rumph, ILS Sys. Impl. (40)
John Kennedy, ILS RF/Controls (40)
Robert Wizemann, ILS RF/Controls (40)
Sebastian Pangallo, Elect. Equip. Des. (40)
Leroy Newman, Supp. Equip. Serv. (40)
Anthony Perre, Prog. Mgt. (40)
Saul Breiman, Elect. Final Assy (43)
Harry Ferguson, Elect. Box Pan & Draw Fab. (43)

William Wright, Q.C. Lab. (10)
Virgil Zirpolo Jr., Maint-Rearrangement (12)
Warren G. Marx, Adv. Matl. & Process Dev. (12)
William A. Wuertele, Meas. Stds. (12)
Natalie G. Ellis, Meas. Stds. (12)
Philip Bruckner, Meas. Stds. (12)
Julius Lesser, Meas. Stds. (12)
Charles E. Weber, Meas. Stds. (12)
Edward P. Holzman, Elect. Test (14)
Robert R. Godas, Elect. Test (14)
Neil A. Scioscia, Elect. Des. & Dev. (14)
Charles Wiechering, Repro Servs. (15)
Thomas H. Larsen, Repro Servs. (15)
Robert A. Rodda, Repro Servs. (15)
John Rappa, ILS Tech. Writ. (15)
Charles Schnepf, ILS Tech. Writ. (15)
William Levinson, ILS Tech. Writ. (15)
Norman Tetenman, ILS Tech. Illus. (15)
Evelyn Doherty, ILS Prod. (15)
Eugene T. Jackson, Prop. Disposition (17)
Sigismund Broszczak, Matl. Mgt. M/S (17)

Joseph C. Romuno, Trans-Equip. Maint. (20)
Frank T. Miglio, Supply Asset Cntrl. (21)
Siegfried A. Goetz, Mfg. Resources (25)
Alvin A. Kaplan, Mfg. Prog. Mgt. (25)
Milton Cohen, Mfg. Prog. Mgt. (25)
Arthur Battle Jr., PPO-E-2 (25)
Vincent J. Sicari, Struct. Des. (25)
Arthur Schalk, Sys. Integ. (25)
Joseph J. Schimmel, Dig. Tech. (25)
Harold Trigoboff, Electromech. Des. (25)
Anthony C. Guma Jr., Sys. Eng. Proj. Eng. (25)
William Fleischman, Corp. Instr. Sys. (25)
Richard C. Gach, Prog. Mgmt-F-14A (25)
Blanche E. Oakes, Inventory Plan & Anal. (30)

Vivian T. Dooley, Reqts. Plnng. (30)
Frederick Baumeister, Mach Parts/Raw Matl. (30)
Raymond Cubells, Gen Subcontracts (30)
Charles V. Tadlock, Mech. Eng. (30)
Thomas F. Meyer, East Coast Supplier Adm. (30)
John K. Dahl, Acct. & Adm. (30)
James V. Cullen, Est. Resources (30)
Vincent A. Martine, Supplier Cntrl. (30)
Charles M. Beagan, Rec-Insp-Elect Test Lab. (31)
John McQuillen, Prog. Contracts (31)
Barbara A. Arp, ILS Secretarial Serv. (35)
Anthony Barile, ILS Elect. Pack. (35)
Albert DeGennaro, ILS Tech. Serv. (35)
Shirley D. Schiavetta, Food Serv. (35)
Lawrence Pangburn, Sys. Integ. (35)
Helen M. Markowski, Eng. Resources (35)
Neil Klaskin, Section Admin. (35)
Trifon Prasinos, Sys. Eng. Mgmt & Staff (35)

John E. Kilduff, Prog. Contracts (35)
Thomas Miller, Mfg. Sched. (40)
Raymond T. Phillips, ILS Mech. Eng. Mgt. (40)
Walter Schroeder, ILS Elect. Pack. (40)
William Mintz, ILS Tech. Serv. (40)
Henry McNamara, Methods Eng. GSE (43)
Alexander DeBello, Resources (43)
Edward Blankenhorn Jr., Resources (43)
Rino Dalcol, Insp. Mech. (43)
Isaiah Scott Jr., Elect. Harn Fab. (44)
Raymond E. Montano, Pricing & Anal. (50)

Dennis Wiederkehr, Mach. Shop (56)
Michael Salvador, Technology (66)
Charles Heichlinger, Tech. Ops. (77)
Lloyd Proctor, E-2 Wings/F-14 Weapons (77)
Martin F. Clark Jr., Field Admin. (86)
Lilliam DuBois, West Coast Office (87)
Donald P. Johnson, Base Mgmt. (88)
Earl Thompson, Engineering (88)
Raymond Welley, Flt. Test (88)
James L. Ashman, Support (88)
Robert Edwards, Production (88)
Gerard J. Brown, Cnctr. Maint. Serv. (94)
Henry Pollard, Fuselage Joining (1)
Bertram Rieger, Elect. Fab. (1)

scorecard

Softball tryouts

The Grumman men's varsity softball team will hold tryouts on the following days: April 8, 10, 15, 17, 22, and 24. If you think you can help the Grumman squad win a championship this year, you must show up at these practices at 4 p.m. at the Plant 3 softball field.

Additional practices will be announced at the trials. For further information, contact Jack Keane, Ext. 115-8394.

Register for chess

Now is the time for all Chess Club members to register for the annual chess championship tournament.

Tournament matches will be played on alternate Fridays starting April 11 in the Plant 30 cafeteria at 6:30 p.m. Club members should call Ken Marley, Ext. 4901, for details.

Cycle metrically

The Grumman Cycle Touring Club is inviting all members of the Grumman family to participate in a metric cycling program this season.

The club hopes that participating Grummanites and their families will be encouraged to do regular exercise via riding a bicycle. The goal during this 1980 program will be to accumulate a total of 500 or 1,000 cycling kilometers (310 or 620 miles respectively.) "To those not already involved in cycling or jogging, this may seem to be an imposing task," says club member Tom Beckman. "Actually, based on a nine-month cycling season, this averages out to approximately 35 or 70 miles per month."

This voluntary program is open to all Grummanites and their families. No expensive cycling equipment is required; you do your touring at your own pace. A patch and certificate will be made available to cyclists at cost at completion of the selected mileage.

Those interested in registering for this program should write on an index card the following information: name, mail stop, extension and the number of family members who plan to participate. Mail this info to T. Beckman, A03-15; R. Hosking, B23-02; or H. Leuther, C08-40.

For more details, contact Beckman on Ext. 8994.

Peter Kipybida, Invent. Control (1)
Anthony Libasci, ILS Elect. Pack. (1)
Joseph F. Sanfratello, Mfg. Proposal Mgmt. (2)
Edward T. Brazill, Mfg. Est. (2)
Salvatore Bonora, ILS Elect. Pack. (1)
Allan Timko, ILS Elect. Pack. (1)
Donald E. Avondolio, ILS Elect. Pack. (1)

Arthur Faraci, ILS Elect. Pack. (1)
Fred Hartman, ILS Sys. Tech. Proj. Mgt. (1)

Thomas Carroll, ILS Verif. & ILS Supp. (1)

Howard F. Brady, ILS RF/Controls (1)
Paul M. Cesare, ILS RF/Controls (1)
Mario D. Greco, ILS Sys. Des. Eng. (1)
Rosemarie Hoeler, Cust. Supply Reqts. Mgt. (1)
Frank A. Pullo, Software Devel. (1)
William K. Koch, ILS Tech. Writ. (1)
John McGloin, Est. Resources (1)
Pasquale Patalano, GSE Sched. (1)
David Crosby, Alodine (2)
Blair A. Reinard, Parts Paint (2)
Ellen Swicicki, Steel Parts Assy (2)
Vernon A. Cornell, Ctr. Sect.-Sub-Assy (2)

Joseph C. Dance, Wing Inner Panel & Combo (2)
David J. Lamb, E.B. Weld Prod. (2)
Richard J. Holland, Prod. Cntl.-Parts Cntrl (2)
Thomas A. Wickenhaver, Mfg. Proposal Mgmt. (2)

Eugene A. Allegro, ILS Log. Sys. Dev. F (5)

Joseph J. Sikora Jr., Prog. Plnng. Cntrl. & Budg. (9)
Earl Johansen, Weld Group (2)
Allen T. Rung, Jigs & Fixtures (2)
James F. Dandona, Central Storage & Retrieval (2)
Aldrich J. Wodraska, Jigs & Fixtures (2)
Anthony F. Chettuck, Maint-Facil. Equip. & Gen. (2)
John Mruz, Indust. Safety/Hygiene (2)
Elinor R. Soper, Distrib. Serv. (2)
Winifred A. Furlong, Food Serv. (2)
Willie L. Jones, Press (3)
Cyrus F. Coons, Convent. Mach. (3)
Louis Punturo, Spotweld (3)
Nicholas Nicholoff, Mach. Oper-Tech Serv. (3)
George Walter, Trans-Ops (3)
Thomas F. Kantorcik, Sys. Test/Flt. Integ. (4)
Serge Neboshynsky, ILS Verif. & ILS Supp. (4)
Patrick Bonasia, ILS Training Sys. Eng. (4)

Herman Reichel, ILS Training Sys. Eng. (4)

Terry Jeanette, Instr. Test (5)
Alexander R. McKeon, Supp. Equip. Prod. (5)
James D. Alverson, Supp. Equip. Prod. (5)

Anthony J. Romeo, ILS Sys. Tech. Mgt. (5)

A dollar's worth

Sports, hobbies, trips attract GAA members

The purchasing power of the dollar bill is slip-sliding away. Gone are the days when it could buy a few gallons of gas for a Sunday drive . . . it even looks like a round-trip fare on the subway is destined to extinction.

But there is one good buy that amazingly hasn't been bitten by the inflation bug. An entry ticket into the wide world of the Grumman Athletic Association still costs only a dollar.

GAA hasn't raised its membership price since 1947. If anything, GAA offerings have expanded over the years — not diminished.

This year, the GAA is holding its annual membership drive from Tuesday, April 1 through Wednesday, April 30. Last year, over 96 percent of the Grumman team took advantage of this inflation-defying deal.

Scores of activities

GAA offers something for everyone.

During your lunch break, you may participate in any of the following activities: bocce, checkers, chess, handball, horseshoes, quoits, shuffleboard, softball, table tennis, volleyball, and weightlifting.

Softball continues to follow its recent trend of expansion as more and more women join the ranks. Over 2,000 Grummanites make softball the number one sport at Grumman. Following second is bowling with about 1,500 participants. Clinics are offered for keglers every summer so they can sharpen their skills before the 29 GAA-sanctioned leagues kick off their new season.

GAA also sponsors clinics for golfers each spring. More than 1,000 duffers will display their form in 43 leagues by teeing off on 15 local courses this season. The annual GAA kickers' tourney is a big drawing card as are the three Mixed Pinehurst competitions.

Mike Cherry, who is once again conducting the annual GAA membership drive, reminds all Grummanites that no varsity sports are supported by GAA membership funds. Varsity teams are sponsored by corporate donations.

Not on the roster?

If your activity is not on the GAA agenda sheets, contact the GAA staff — they'll help you do something about it.

For instance, Bob Barth and some of his buddies wanted to form a clown club last year. They contacted Chet Baumgartner, head of GAA, and he helped them set up an organizational meeting to see how many Grummanites were interested in forming a club. The result: the Grumman Klown Klub is now a reality.

Thespians are following the same route to GAA-sanctioned status this year. If you want assistance in setting up a new club or sport activity, GAA is willing and waiting to advise you on how to get started.

Perhaps your department wants to sponsor its own table tennis tourney or bocce contest. The GAA will assist you in setting up the event and also lend you the equipment necessary to pull it off.

There are plenty of GAA clubs that are available for both you and your family members. For instance, your family can join you in learning karate with the Grumman Karate Club. Some of the other clubs open to Grumman families are the Ski Club and the Grumman Family Camper Club.

All members of the Grumman family can take advantage of GAA's discount ticket program. Past offerings include tickets to the N.Y. Mets baseball games at Shea Stadium; the N.Y. Arrows indoor soccer contest at the Nassau Coliseum; and the annual pilgrimage to West Point for Army football.

In recent years, GAA has continually expanded its treasure chest of vacation package offerings. With competitive prices and top-drawer accommodations, it offers trips to such places as Alaska, Ireland, the Caribbean, and Hawaii.

Arts and flowers

Besides sports and club activities, the GAA organizes and presents shows each year that highlight individual talents. Art, photography and hobby exhibits are held each autumn. For those with green thumbs, there is the annual Grumman Garden Forum's spring, rose and fall shows.

Your membership dollar also entitles you to a drawing for prizes. Fifteen lucky ticket holders will win $100 U.S. Savings Bonds, while 50 more, will take home a set of Grumman glasses.

To be eligible, buy a $1 ticket. Then write your name, department, and telephone extension on your ticket stub, and return it to your department administrator. The drawing will be held on Wednesday, May 7.

Remember, the annual drive starts Tuesday, April 1 and ends April 30. Your support is needed... your participation in any of the GAA activities is welcomed.

GRUMMAN plane news

Vol. 39, No. 6, March 28, 1980. Bethpage, N. Y. 11714